

SECRETSAPC - 10390
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30 October 1956

MEMORANDUM FOR THE RECORD**SUBJECT: PI Processing Unit With Detachment A.**

1. On 29 October [] and the undersigned discussed the HTAUTOMAT proposal for a PI Processing Unit located with Detachment A with the Project Director. Mr. Bissell indicated his basic agreement with the proposal in conversations with Mr. Art Lundahl of ORN. Mr. Lundahl had also submitted a list of required equipment which Mr. Bissell approved in principle, with the exception of the B and L stereoscope. Mr. Bissell also felt that some of the other items quoted might be procured through a requisition on the Air Force. Mr. Bissell considers that the number of personnel involved might be something less than the eight (8) requested by Mr. Lundahl, but also considers that this Unit is in reality a part of HTAUTOMAT transplanted to an overseas location -- i.e. the requirement for personnel must be basically decided by Mr. Lundahl. Along these same lines, Mr. Bissell indicated that Project AQUATONE, while buying necessary equipment, should not be responsible for salaries, travel and other expenses of personnel involved. It was his further understanding that this PI Unit should be attached to Detachment A for administration.

2. On the afternoon of 29 October, a delegation from HTAUTOMAT, headed by Mr. Lundahl, met with [] and others of Project AQUATONE staff - including the undersigned. Mr. Reber also attended. As a result of this meeting it was decided that two personnel, [] should be immediately processed for movement to Detachment A, and Mr. Lundahl agreed to look further for necessary funds to cover travel and other expenses of these personnel. [] was designated by Mr. Lundahl to work out the administrative procedures involved in handling HTAUTOMAT personnel for processing and while overseas, and [] will get together on these problems on 30 October. It was agreed by Mr. Lundahl that administrative control of HTAUTOMAT personnel must rest with [] but HTAUTOMAT retains technical supervision of HTAUTOMAT activities, and Mr. Lundahl also wishes a direct communications channel from the field to his headquarters. [] of HTAUTOMAT were designated to work out communications procedures with [].

a. As a result of this meeting, [] was instructed to immediately process [] for departure to Detachment A (although they will temporarily be located at Wiesbaden until facilities are set up at []). Arrangements must then be made with [] for transfer of adequate funds.

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b. We intend to discuss the following procedures with []

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(1) Personnel who will be selected, security-cleared, will have completed physical examinations, etc. before being designated by HTAUTOMAT for movement overseas. Travel processing will be handled by [] will retain responsibility for safe-keeping of documents, passports, etc.

(2) Arrangements must be made through [] for suitable pay data to flow to Detachment A Finance Officer. HTAUTOMAT personnel proceeding overseas for six-months or longer TDY should be on unvouchered funds.

25X1

(3) We will propose that cables be originated and typed by HTAUTOMAT, within the prescribed systems utilized by Project AQUATONE, and delivered to the Project Director of Operations for release. We will also propose that a new slug for HTAUTOMAT traffic (incoming and outgoing) be incorporated in the cable designator in order to expedite distribution of cables to HTAUTOMAT.

(4) We will propose that dispatch traffic be originated and released by HTAUTOMAT and be delivered to our Project Registry for incorporation in overseas pouches. We would request HTAUTOMAT to coordinate any policy or administrative matters affecting HTAUTOMAT personnel attached to Detachment A with pertinent Project staff sections, prior to the release of any such dispatch.

[]
Deputy Director of Administration

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Distribution:

- 1 - Admin
 - 2 - Proj Dir / *Dep Proj Dir*
 - 3 - ~~Dep Proj Dir~~ [] *okc*
 - 4 - Fin
 - 5 - Pers/Travel
 - 6 - Ops
 - 7 - Chrono
- HEW/nt

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Base A.

ESTIMATED ADDITIVE MANPOWER COST TO SUPPORT PROJECT

25X1

ASSUMPTIONS:

- (1) INSTALLATIONS, AIRCRAFT MAINTENANCE, AIRCRAFT OPERATIONS, POL, MOTOR VEHICLE MAINTENANCE, FOOD SERVICE, AND BASE SUPPLY ARE THE ONLY FUNCTIONAL AREAS AFFECTED AS INDICATED.
- (2) FOOD SERVICE (4 MEALS DAILY FOR 24 HR OPERATION).
- (3) CREW AND ORGANIZATIONAL MAINTENANCE ONLY FOR ONE (1) C-54 FLYING 80 HRS PER MONTH (1.0 CREW RATIO)
- (4) MOTOR VEHICLE MAINTENANCE ON 15 VEHICLES FOR ON BASE UTILIZATION ONLY.
- (5) SUPPLY AUGMENTATION BASED ON ADDITIONAL 2000 LINE ITEMS MAINTAINED INCLUDING 1500 COMMON TYPE.
- (6) MAINTENANCE CAPABILITY FOR TWO (2) T-33 AIRCRAFT WILL ACCOMPANY AIRCRAFT.
- (7) VEHICLE OPERATORS WILL BE INCLUDED IN "PROJECT" COMPLEMENT.
- (8) POL REQUIREMENT ESTABLISHED AS TWO (2) REFUELING OPERATORS AS DIRECTED.
- (9) INSTALLATIONS REQUIREMENT ESTABLISHED AS DIRECTED.
- (10) "PROJECT" COMPLEMENT WILL CONSIST OF APPROX PERSONNEL

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COST:

FUNCTION	GR	AFSC	NO
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